



SKYWRITER

Calgary Recreational Flying Club
COPA Flight 114



Our Mission

Promoting the safe enjoyment of aviation for pilots, aircraft builders and enthusiasts.

Our Vision

Welcoming owners and pilots of all types of aircraft including ultra-light, amateur-built, certified and other types of aircraft.

Connecting members through regular meetings, monthly newsletters, our website, social media, BBQ's and fly-outs.

Exchanging knowledge and information about flying and flight safety, and aircraft construction and maintenance via meeting presentations, newsletters and other events.

Sharing and enjoying real-world flying adventures.

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Featured on the Cover:

Me on approach and about to land the Cobra after its first flight at Indus this summer. See story inside.

PRESIDENT'S MESSAGE

September 2026 *BRIAN VASSUER*



There's lots of good flying days left this year.

As we start a new year I wanted to first acknowledge the loss of club member Andrew Crocker. Andrew was an important member of the club and did an amazing job as treasurer and key organizer. I've been in touch with

Andrew's wife Melissa to see how we could help. One of the first items is to help her sell Andrews Luscombe 8E FMNW. If any club members have some time to help get things ready to sell please let me know.

This year we will be meeting at the air museum on the second Wednesday of each month at 7:00, the same as we usually do. The next meeting will be on September 9th.

For those of you that have been patiently waiting, Drumheller is now able to sell fuel. It is always a great place to stop by and getting fuel and ice cream seems like a great combination.



There has been another accident in Linden. A C182 snagged the fence and flipped over on takeoff. There were no serious injuries fortunately. Linden is a pretty good airstrip and it's longer than required for pretty much any piston single. It's concerning that accidents happen here because it gives the anti-aviation crowd a reason to say this airport is dangerous and needs to be shutdown.

I'm also concerned about pilots that aren't being proactive about keeping their skills up. Flying to or from a grass strip like Linden should not cause anxiety or challenge your skills. It's fairly wide, fairly well maintained, there's no powerlines at the south end and the fence at the north end is only 4 feet high. Two planes have caught this fence recently. You should be at least 50' in the air crossing the fence on landing and more than that on takeoff.



If you get to an airport like Linden and it seems too short or narrow then go around or try another day with someone in the other seat who can give you some pointers. There's nothing wrong with realizing you may be a bit rusty unless you don't do anything about it.

There's lots of good flying days left this year. Be safe and have fun.

Brian Vasseur

Skywriter Update

Newsletter Editor

GREG LABINE

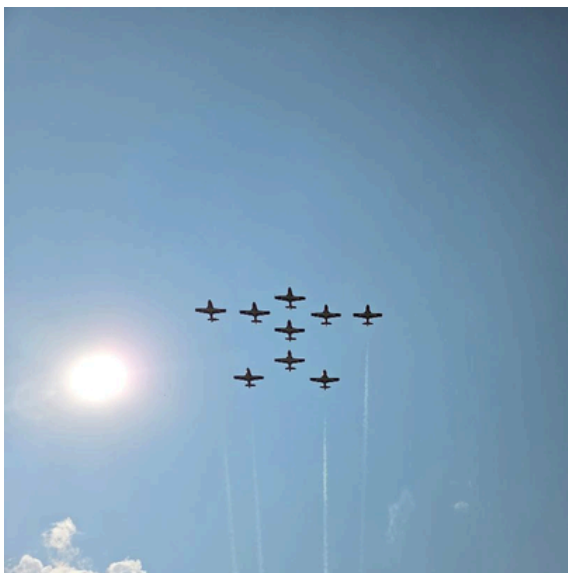


Back to business!

Well, after a summer of varying weather both good and not so good, more forrest fires, a season that came and went all too quick, we find ourselves back in the fall with another meeting season before us. I hope y'all had a good summer and have lots of stories, pictures and memories to share.

I finally completed my Cobra project and did a First Flight on July 18, 2026. It went well overall. I will be detailing the first few flights in an article below. We also have a great article and pictures from Brian Vasseur on his continued RV6 progress.

We attended the 2026 Red Deer Regional Airshow. This was important, as it marks the last season for the Canadian Forces Snowbirds in their Canadair CT-114 Tutor aircraft. They will not tour again this decade and never in the Tutors. They gave a terrific show, as always. Very glad to witness history, sad as it is. Their Final performance ever will be during the Greycup here in Calgary Sunday, November 15, 2026. End of an era for sure.



Hope to see you at our next club meeting **Wednesday September 9, 2026 at 19:00.**

Greg.

On a more somber note, for those of you who haven't heard, I sadly have to report that Treasurer and long time Club Member **Andrew Crocker** has passed away. I've known Andrew for quite a few years. I originally met him back in 2012, when I first joined EAA 1410 in High River, when he was the recorder of our meeting minutes. Always found Andrew to be a very friendly and quiet spoken, nice guy. He will surely be missed by us all. I've included his Obituary below.



Andrew Ingram Everett Crocker

March 23, 1975 – July 8, 2026

Andrew Crocker, beloved husband, son, brother, and friend, of Calgary, AB, passed away on Wednesday, July 8, 2026, at the age of 51 years.

Andrew took great pride and joy in caring for his family. He was passionate and clever with a quick sense of humour, and he jumped with both feet into everything he did.

In addition to a long career of developing his expertise and training others in radiation safety, Andrew had varied interests, including a lifelong passion for aviation. From building model airplanes and RC planes in his youth to realizing his dream of becoming a commercial pilot and flying his own airplane, Andrew loved all things aviation.

He is survived by his wife, Melissa, and their three cats. He also leaves behind his parents, Andrew and Julia; his brother, Dana (Diana); and his nephews, Neo and Max. His legacy extends to so many more who loved him.

Condolences, memories, and photos may be shared and viewed with Andrew's family here.

In living memory of Andrew Crocker, a tree will be planted in the Ann & Sandy Cross Conservation Area by McInnis & Holloway Funeral Homes. Additional memorial trees will be planted through Canadian conservation and reforestation initiatives, as a result of memorial contributions. McInnis & Holloway, Fish Creek, 14441 Bannister Road SE, Calgary, AB T2X 3J3, Telephone: 403-256-9575.



COBRA

I'm happy to announce that the Cobra project has FINALLY flown!



PART ONE The First Flight:

After several years of work, I took it into the air early in the morning of Saturday July 18, 2026. As first flights go, it went satisfactorily. The take-off went well, and the landing was as okay, as to be expected, for never having flown this aircraft before. However, the initial climb-out had a few moments of excitement!

Having had to scrub previous First Flight plans due to weather/wind conditions, I finally had a morning that I felt was suitable. The wind was light and from the south, so I elected to use Runway 16 at Indus.

After a long and detailed pre-flight inspection, which I Had my son Steve (also a pilot) double check my work for that second set of eyes, it was time. During the pre-flight, start and warmup, the south wind had picked up and was pretty strong but "straight down the pipe".

My test plan was to keep my climb-out fairly shallow for a few reasons. Firstly, I was not completely sure my Airspeed Indicator was functioning accurately. To this point, I had only conducted high speed taxi tests up to a speed I thought was nearing rotation and it appeared to work somewhat.

Secondly, as many of you remember, this aircraft was built as a one-off prototype for a customer and never went into production. As such, no POH or Manual exists so I had no real performance numbers to use, especially Stall Speed, just best assumptions. I just wanted to keep a cautious margin for safety, so I climbed shallow and at a higher speed which allowed that margin.

Unfortunately, this created a different problem for me to contend with. Beside the south end of the runway, there is a large stand of trees. In normal flying, you would be well above them by the time you reach them. In this shallow climb I hit a very strong wave of Mechanical Turbulence, only 15 seconds into the flight.

it suddenly turned into an unexpected rollercoaster ride, tossing me around. I just focused on flying the airplane, maintaining control and not over-reacting on my inputs. The following 20 seconds were very exhilarating, then suddenly... it calmed right down.

"Well hell, that was exciting!" I said to myself. I got back to business flying my test plan. Checking panel instruments, testing mild control inputs, and various tasks I wanted to complete. On Downwind, I did my downwind checks and also checked my Altimeter against a pocket altimeter I brought with me. I also noted various RPM settings and corresponding airspeeds. From Base leg on, I focused solely on approach and landing. I set up for a long approach to allow time and space for a stabilized approach. I elected to make it a full stop, so I could look the aircraft over after first flight. Besides, that was enough excitement for that morning and the wind was only getting worse.

The approach went very well and the landing was passable. Not my smoothest, but not my roughest either. A single small bounce then a simple rollout. I was back down. During back tracking and taxi back to my hangar, I was making many mental notes. Kind of a post-flight self debrief.



◀ **Just completed a thorough Pre-flight inspection. Warming up the engine and doing run-ups and going over test plan before first flight.**

Take-off! Unfortunatley, some pictures are of poor quality. They are stills taken from a video, as nobody took any photographs. ▶





First landing, these are again stills from a video but show the sequence.

Family and friends who attended, met me back at my Hangar. After shutdown, I was very happy and took time to savour the moment before I climbed out. Did a quick lookover and the aircraft looked fine. Nothing leaking, disconnected, broken or otherwise deficient.

This was followed by the obligatory celebratory pictures with various people. It was another big moment in my flying story.

I owe a huge thanks to many people along the way. Firstly, the many good friends who helped, motivated and inspired me to get here. These include but are not limited to Dirkjan Kiewiet, Kevin Caine, and Charlie Taylor, who attended the flight. Special thanks to friend and Mentor Stu Simpson from whom I've learned so much. Especially my best aviation buddy and great friend Al Baljak, who's generosity, help and encouragement made this believable and possible.



A great amount of thanks go to my family. My fantastic grown kids, who when they were little children, put up with too many Sunday drives that usually ended up at an airport to watch airplanes fly, all those years when I wasn't actively flying. They continue today to encourage old Dad and it means the world to me.

Lastly, but mostly importantly, my Wife Sue, who not only tolerated the time, money and commitment I had to put in to get here, but also always encouraged me. Especially at times when I was ready to quit. She put up with all the time I spent online researching various information, the late nights down at the hangar working in all weather, weekends spent totally on aviation stuff. The many times she showed up at my hangar to bring me a warm meal and some coffee. She'll never know how much that means to me and how grateful I am.

Overall, the first flight was a success and I feel great sense of accomplishment. It's a big deal to me and another high point in my journey.

PART TWO Analysis and conclusions:

I've since flown the aircraft a few more times and have done some circuits. I made some tweaks and flew to see what the results were.

Prior to the first flight, I did a weight and balance on the Cobra, both empty and with full fuel and me seated in it. It confirmed what I had previously suspected. The CG was pretty Aft. In discussion with Wayne, he told me that I'd find it to be that way. I had placed some ballast to try to lessen the aft condition. It put the CG at the aft limit.

After the first flight, I decided to add more ballast to bring it further forward off the Aft limit. That was the best I could do without major changes, such as moving the engine forward. An Aft CG is very difficult to correct by adding ballast weight alone.

During subsequent flights, despite CG corrections, I noticed how it still required a significant and constant nose down pitch input to fly level. Hands off, it would pitch up abruptly. I had deployed FULL pitch trim, which only made a slight difference.

After more analysis, I wondered if the rigging was entirely correct. Looking at historic old pictures of the Cobra, I noticed in level flight that it always had the Trim Tab fully up and a substantial amount of down elevator. (see pictures below)



In a perfect world the Elevator should trail pretty level behind the Horizontal Stabilizer in Level cruise flight. It may require a bit of trim tab but the considerable amount I needed was too much. This just creates more drag and feels wrong to have to constantly push the stick forward in cruise flight. Granted, I'm a big guy in both dimension and mass, but I was in the range for CG seated in the aircraft. Even more so on later flights.

My theory is that the Incidence angle of the Horizontal Stabilizer needs to be adjusted. It should be a bit Negative but not that negative. I think it needs a little less tail downforce.

This aircraft was derived from the Merlin, using its wing design and Horizontal tail. The older Merlins had a bracket on the Leading Edge of the Horizontal Stabilizer that allowed adjustments to it's incidence. Later Merlins didn't incorporate this feature nor did the Cobra. To rectify this situation would require more work and changes to the airframe to add this feature.

I know others had flown this aircraft but I'm likely bigger, heavier and sit further back than most. Maybe their experience and impressions differ from mine. Hard to say.

I was unable to fly it before I purchased it, as there is only one like it in the world and it required some things done to it before I felt it was safe and ready to test fly. I bought it on spec and had the best hopes.

I'm not sure what my next move is yet. I know I want to work on and get my Merlin flying eventually. I'll keep you posted.

PART THREE project recap: Lots of detail, only read if interested or cant get to sleep.

This was a more involved project than initially anticipated when I bought it. Originally built in 1998, but it didn't fly much. Not to cast shade on anyone who built, worked on, or owned this aircraft previously, but I'll say it needed a lot of work. It went through several owners, and it languished in hangars for long periods. All of this made rebuilding of several things necessary. To get a sense of why it took seven years of work, here's a list, in no specific order, of many items I worked on to get this aircraft flying.

Landing Gear: New wheel bearings, three new tubes and tires, fabrication of new gear leg to axle tubular sockets (several iterations were required to correct Camber and Toe-in), new brake lines and new brake fluid, splitting a single brake T-lever and addition of another brake cylinder for differential braking, order and installation of solid steel rod gear legs special ordered from Langair who manufacture all the RV gear legs.

Cooling System: Draining contaminated coolant, as a result of the seals of the rotary valve/water pump cross-shaft being deteriorated by age and failing, mixing injected oil with old green coolant and circulating through entire engine, flushing and cleaning of radiator, installation of new silicone hoses, new thermostat and gasket, and new cross shaft. (Installed during engine rebuild)

Exhaust System: The old muffler was rusted out inside and shaken like a Mexican maraca, a new one was welded into the existing piping to save money instead of buying an entire new system, new gaskets, new springs with safety wire and red RTV, fabricated new mount brackets and new shock mounting rubber/bolt hardware, repaint with high heat paint, heat wrap on some piping, removal of old single EGT probe mounted in wrong location and replacement with 2 new probes in correct threaded bung location along with senders, and a new EGT instrument in panel.

Fuel System: Fuel Tank steam purging, pressure testing and repair of weld to remedy known fuel leaks. Rebuilding and strengthening of fuel bay between ribs and proper securing as tanks were partly secured in place with expanding foam. To remove old fuel varnishing, cleaning of finger strainers and all fuel line fittings, all new fuel line, new fuel selector valves, new fuel filter, new primer plunger and primer line, fabricating a new bracket to move Mikuni fuel pump

into a proper horizontal position instead of wrong vertical orientation, new fuel caps and making 90 degree vents for them, clean and rebuild both Bing 54 carbs with many new parts, FWF all new fuel lines and firesleeves, new Facet boost pump, replace 3-to-1 throttle cable and mixer with new, addition of choke system on each carb and in cockpit lever and cable, fabrication of new throttle quadrant.

FWF Misc: New brackets and safety wire for coolant overflow bottle and 2-stroke oil tank, replace wire harness from Rotax 582, new voltage rectifier/regulator, new battery & bracket, addition of main battery shut-off switch on firewall, new heavier cable and wires and new master solenoid, general firewall re-organize and clean up, modification to cowling side panel to allow cowling removal without removing exhaust system.

Electrical system: I felt replacement necessary due to some melted wires and finding a wood screw forced into a mag switch to secure a ring terminal. Removed full wire harness and bench-built an all new harness, with new switches, new fuse block and new bus bars. Added some new items and pre-wired for future accessory additions.

Panel: Made a new panel to reorganize for better layout and add a VSI and made a new lower sub panel to accommodate some switches. Replacement of analogue Tachometer & new Tiny Tach, new EGT, new Voltmeter, 12 volt ports, and new pitot and static lines.

Engine: Due to coolant/oil contamination, the engine had to be removed, completely torn down, inspected, measured, and reassembled with some new parts, and resealed with all new seals and gaskets. I'll call it a rebuild. I did this at home after taking the Rotax 2-stroke course in Vernon, with Bob Robertson.

Controls: Due to age and condition, I re-swaged all new control cables with new thimbles, new turnbuckles properly double spiral wrapped safety wired, new cable exit fairings, also re-did the stabilizer flying wires as these are cable and not tube struts like on the Merlin. Replaced vernier knob/cable trim system as the old was internally rusted and seized.

Canopy: To fit comfortably and to make stronger, I removed the old canopy and built from scratch, a new taller canopy with a better sturdy latching system and a drop down door similar to a Spitfire. I replaced all Lexan with new at the same time, front windscreen, flip canopy and rear windscreen. This was custom fabrication and I spent much time designing and installing.

Radio: I bought it without any radio, etc. Bought a new Icom handheld, made a secure bracket for it, set up wiring for power to the power pack and to radio, installed the PTT system with push button on stick, installed coax cable, antennae, and a large ground plane in turtle deck area under fuselage skin.

Fabric and Paint: Aircraft had a vintage paint scheme similar to WW2 fighter aircraft, complete with invasion stripes and roundels. Unfortunately, the paint looked nice and glossy but was peeling off very easily exposing the silver Polyspray layer. Not sure why but none of that paint stuck to that silver layer. Barely touch the fuselage or wings and it would start peeling and wouldn't stop. The fabric was still viable, but the paint had to go. There was also some hangar rash damage that had to be repaired. I hand peeled almost all of the paint coats and it left the pink Polybrush and silver Polyspray mostly intact. Next I did fabric repairs then primed and repainted the entire aircraft with a new red, black and white paint scheme. I also designed and installed decals. I think it turned out nice. There are probably more items I've forgotten about, but that's the general list.

Originally, I bought this aircraft as a quick stop gap measure so I could fly it while doing my Merlin, the plane I really want. Well sometimes weeks morph into months and months into years.

i Never thought I would spend seven years and truckloads of money on it, but every time I looked closer at it, there were things I discovered that had to be done, mostly for safety reasons. Early on, some things were done because I thought I would do them while working on the important items , but as time dragged on I decided to only focus on those that were critical for flight and important for safety.

What do they say about your estimate of the time and money you THINK it will take to complete an aircraft???

RV6 PROGRESS

By Brian Vasseur



"I have been making slow progress on the RV6. I'm in a state of making lots of small pieces which will be a very impressive big piece once it is all riveted together."

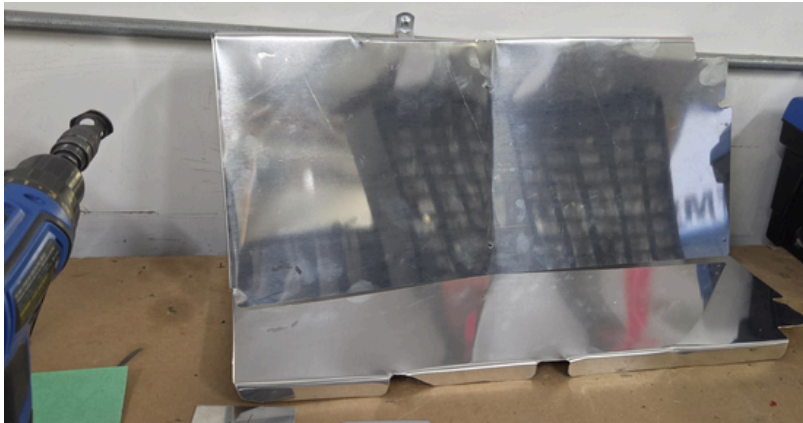
Sharing a hangar with Ralph Inkster means I have expert help available to me at a moments notice no matter what question I have. One of the challenges with sharing a hangar with Ralph is that he makes lots of suggestions on improvements that I could make while everything is apart.

One of the first suggestions he had was to add additional angles to the fuselage behind the baggage compartment. The goal here is to stiffen the skins to eliminate the drumming and vibration. The angles, made out of .020 aluminum, were pretty easy to make with a shear and a bending brake. They were horribly difficult to put in because you have to lay on your side in a difficult position to get everything drilled and in place. This is something you want to do early in your build.



The next thing on my list was side panels for the baggage compartment. Normally, these areas are left open but I wanted to close it off so that everything looks a bit more finished. Another two days lost making and fitting these, but they came out very nice. These will be wrapped in vinyl with the rest of the cabin

The panels cover most of the cabin area but there are structural parts that are out in the open. The solution here is that everything gets a coat of paint if it won't be covered by vinyl. This is a tedious process because the cabin is half apart, wires and plumbing are everywhere, and you need to mask off these items so you can spray primer and paint. You have to prime and paint the same day so it bonds correctly and I'm doing a bit at a time while I work my way forward. Canadian Tire and Lordco have made a lot of money selling me small cans of paint this month.



My panel came back from the waterjet cutters and I am very happy with the result. I did have a few minor fixes to make because of mistakes I made in my CAD drawing.

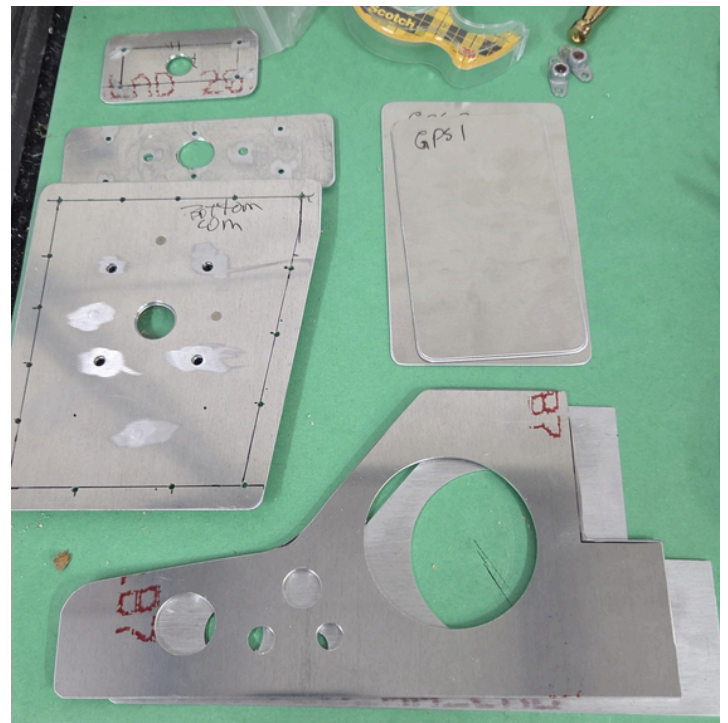


The good news was that the mistakes were all holes I made too small so it was all fixed with some step drills and a bit of filing.

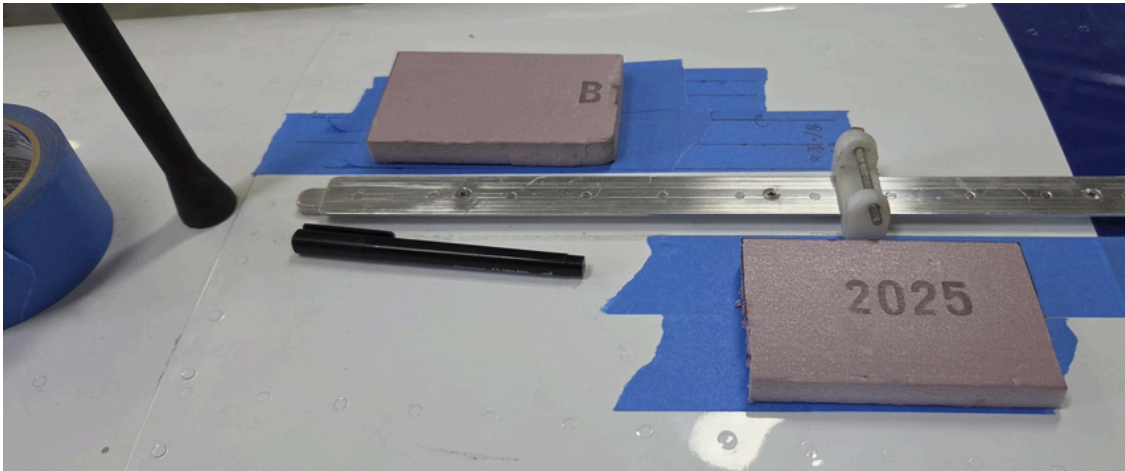
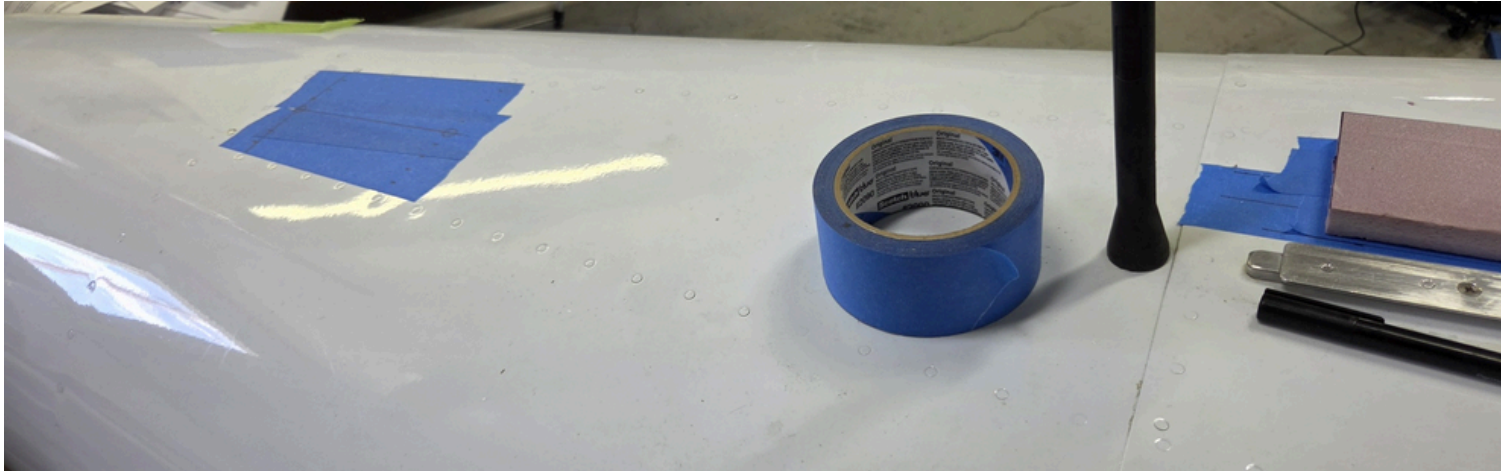
The most difficult job so far has been getting the antennas ready to install. There are about 25 choices on the type of antennas that I can use and 250 opinions on the best way to install them. After consulting with one of the avionics shops at CYBW I've decided their advice would be good to follow along with the Garmin installation manuals and most importantly Gerry MacDonald. AC43-13 2B chapter 3 is the guide for installing antennas but I did not find it very helpful.

The good news is there appears to be three standard templates for installing antennas regardless of what vendor you buy them from. The Garmin installation manual is also incredibly detailed on exactly how these need to be installed. The first requirement is that metal aircraft require a doubler plate riveted inside the plane so that there's enough structure to keep the antennas from tearing out.

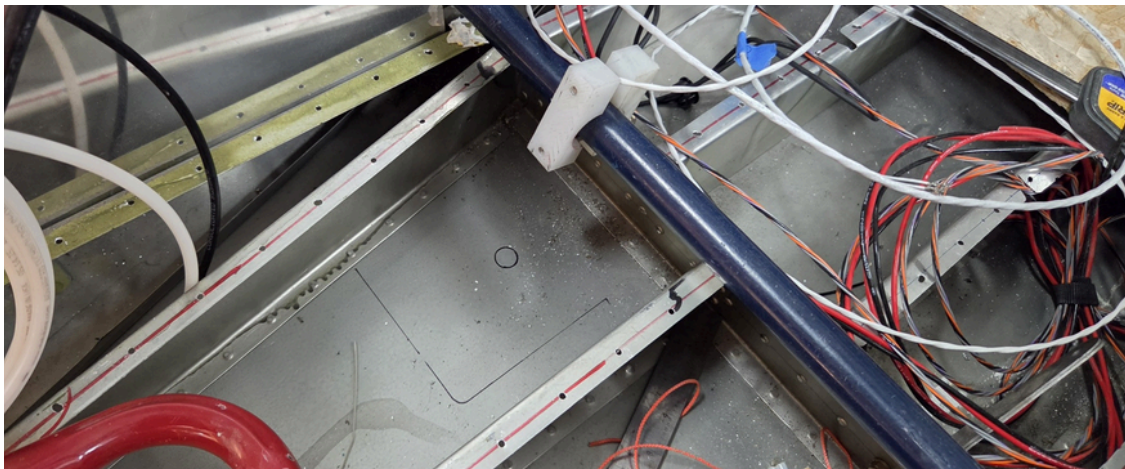
I have 7 antennas and I made about 20 parts getting it all right. The first problem was the top of the plane has a slight curve to it. I made the original doublers out of .065 which is very strong but would have caused a noticeable bend in the skin at the edge. The solution was to make new ones out of .032. The bottom skins are much flatter so the .065 parts are OK. Well they would have been except the CAD drawings I made accidentally scaled to fit the printed page, and these did not match the holes for the antennas. By the third try everything came out pretty good.



The next problem was finding a suitable place for everything. According to the manuals, for best results every antenna should be about 3 feet away from every other antenna. The RV6 is just not big enough for that, so more reading determined the best compromise locations for everything. Something I didn't realize until I went to install the doubler plates is that the structure inside the plane has flanges for all the ribs and those flanges were on the side of the parts I was trying to install. To complicate matters the canopy slide has a bolt that sticks out forcing the GPS antennas close to these flanges. It took some trial fitting with some styrofoam blocks but I eventually got it all to fit.



Many people put two COM antennas on the bottom but I chose to put one on top and one on the bottom. AC43-13 suggests COM 1 should be on top, and the bent whip on the bottom will reduce effectiveness as well.



When I totaled up all the costs for all the latest work I did I was quite shocked. You would think all of these parts were made of gold for what it costs. Aluminum sheets are about \$400 each for a 4x12 sheet depending on thickness. Russel Metals does stock a few sizes of 2024 in Calgary. These are cheaper than buying from Aircraft Spruce and paying shipping. Metal Supermarkets was about double the cost which is not unexpected since their specialty is allowing you to buy smaller pieces than a full sheet if you don't need that much.

Antennas are \$300-\$500 apiece which seems like highway robbery. Ralph was very kind to give me a few from his surplus pile. Antenna wire is the model RG400 coax. It is similar to the black TV cable in your house except this is tan colored and costs \$10/foot.

The antenna double plates have to have a very good electrical bond to the plane so you have to remove all the primer and contamination with laquer thinner and red scotch brite. Then these parts are coated in Alodine for corrosion protection. Alodine is fairly toxic and about \$150/quart which is unfortunate since I needed about 4 ounces. Some people just use the red scotchbrite to clean the parts and rivet them together. This is probably OK if you use sealant to keep the water out from the antenna and screw holes.

Something that is VERY IMPORTANT to remember is that Silicone, including RTV is not the same. Some RTV and the Home Depot silicones contain acetic acid (that vinegar smell) which is VERY CORROSIVE to aluminum. Do not use this on aircraft. Permatex RTV Ultra Gray is NOT HARMFUL to aluminum, and is easy to find. (Or other sealants that say "SENSOR SAFE") You want to seal the antenna perimeter and screws to keep water out of the plane as corrosion will develop and be hidden.

For COM antennas you can do metal to metal contact if the plane isn't painted, or star washers on the nuts (or use anchor nuts) to get good contact with the doubler plate. This is why it's important that the double plate has good contact with the aircraft skin on the inside. Transponder antennas follow a similar requirement.



If you are installing in a wood or fiberglass plane you need to add metal mesh or an aluminum sheet big enough to act as a ground plane. GPS antennas are more forgiving and grounding through the bolts works well.

The last thing I worked on this month was to replace the plastic brake lines with braided steel. Lots of RV builders use the clear plastic tubing but I wanted to avoid any future trouble. Since the instrument panel I am putting in will be a bit lower than a standard RV (to fit all the stuff) it would be very difficult to go back and change them later.

One really, really big job that Ralph completed for me was removing and re-sealing the fuel tanks since both had leaks. This is very common in RV's and Ralph is an expert in this. Each tank is held onto the front of the spar with about 150 screws. In theory it should be easy to remove a tank but in this case the builder used Loctite. Only about half the screws came out and he ended up drilling out the rest of the screws and anchor nuts, making new access holes in the wings, and then putting everything back together. All before Ralph cut 5 access holes in each tank to get access to all the current and possible future leaks.

To seal the tanks you mix up an epoxy type material called Proseal (or Flamemaster CS-3204). This is very expensive at about \$300/quart and two were required. It also has a very short shelf life so by the time you, or someone you know, can use it again it will be expired. It can still be used, but not for aircraft, so you could find other uses where you need an incredibly strong glue which won't be dissolved by gas or any other solvents readily available. Fixing tanks sounds very simple but it was weeks of extra work that I did not plan for.

I hope to have my new plane in the air sometime soon.

Brian Vasseur



Calendar of coming Aviation events

First Saturday each month-

CEN3 Three Hills, AB. Fly- Coffee 9:00 to 12:00 noon.

Second Saturday each month-

CYXH Medicine Hat, AB. Fly-in Breakfast 8:00 to 12:00.

Third Saturday each month-

CEK6 Flagstaff - Killam/Sedgewick, AB. Coffee and Treats by Shelly.

Third Saturday each month-

CEG4 Drumheller, AB. Coffee.

Fourth Saturday each month-

CEX3 Wetaskiwin, AB. Coffee 9:00 to 12:00

Fourth Saturday each month-

CFX6 Vulcan AB. Coffee

CLASSIFIED

Buy and Sell

All things related to Aviation



Rotax 912 Exhaust kit

\$890



Rotax 912 Exhaust kit fits UL & ULS engines.

New, never used. Complete. \$890

Al Baljak 403-708-0369

dolac91@gmail.com

WANTED: Dual Comm VHF Transceiver Radio

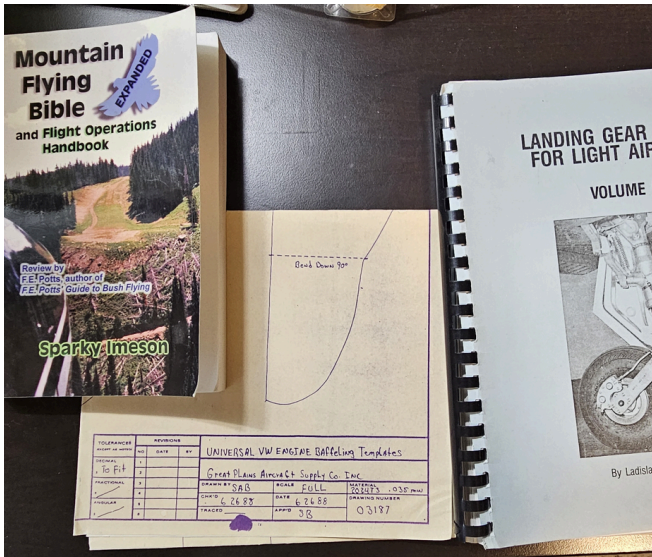
Must be a panel mount installation type, Not Handheld.

Dirkjan Kiewiet 403-978-6481

kiewiet@shaw.ca

Cleaning out garage items

I've been cleaning out the garage and found these items. If anyone in the Club is interested, the books and baffle plans are free. I'd like to get \$100 for the tail wheel (plus shipping). Cheers.



A couple of Books and Baffle Plans for a VW Engine, Free.

6" Matco tailwheel \$100, plus shipping.

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